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CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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SECURITY INFORMATION

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COUNTRY USSR (Black Sea)

REPORT

SUBJECT Part of Poti

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1. The harbor at Poti is protected by the two breakwaters designated A and B on the sketch on page 6. The orientation of these sea walls is approximately as shown on the sketch.

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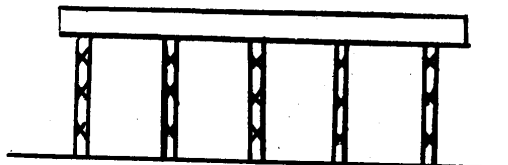
he did describe the breakwater at B as being about four meters wide and standing 2.5 meters above the water line. Because it is constructed of level cement blocks, the breakwater is suitable for pedestrian or even small-vehicle traffic. At one end of the breakwater, there is a jetty-like continuation that is built of stones. The land end of the breakwater is equipped with mooring bollards but they were ever used because the ships in that vicinity were moored stern-end-on.

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2. The quay at C is reserved for grain traffic and at 1, on the quay's edge, there is a tall metal structure which supports the conduit which shunts and transports the grain. Below is a sketch of the structure. The grain elevator, the cylindrical structure at 2, is at one terminus of the grain conduit.



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3. The general cargo and passenger pier at D emerges about 2.5 meters above the water level and is constructed of stone blocks. Its surface is asphalt and it has mushroom mooring bits situated about 1 meter in from the edge of the quay. The depth alongside, on the northern side, ranged from 14 feet at the shore and to over 21 feet at the pierhead. The long one-story masonry warehouse at 3 is subdivided by masonry walls and the outside walls of the warehouse converge slightly as they rise to the roof. The latter is a sloping roof made of corrugated iron. The outside doors of the warehouse are horizontally sliding doors, and the warehouse itself is used to store cement. The warehouse at 4, which resembles the one at 3, is about 7 meters from the quay edge and is used to store cotton. At 5 there are one or more low-lying structures which are built against the maritime station (6), and are used as offices. The maritime station is a large one-story building that is taller and nearer to the pier's edge than the other buildings on the quay; its walls are bright yellow and it has large rectangular windows. The interior of the maritime station is sketched below and the letters designate the following:

a. Large waiting room with tables, chairs, and sofas.

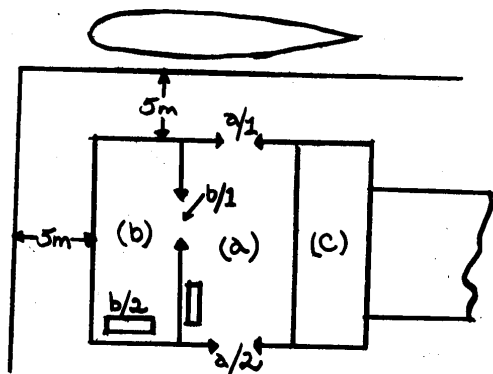
a/1) Station entrances.
a/2)

b. Large restaurant.

b/1 Restaurant entrance.

b/2 Bar.

c. A room whose function was not known. [redacted] perhaps the customs or police inspections were conducted there. 50X1-HUM



The two pairs of tracks at 7 run the whole length of the pier but there are no fixed installations like cranes or hoists for loading and unloading operations. [redacted] observed many piles of obstruction nets with their floats on the pierhead. At 8, there is a three-meter high iron fence which encloses the shore end of the pier. 50X1-HUM

4. [redacted] observed that at the quay and jetty, designated E on the sketch, some light surface craft of the patrol boat and trawler type were moored. Since the structures on the quay and the jetty resembled military buildings, [redacted] perhaps this was part of a military docking basin. The building at 9 that stands very close to the quay edge is a building with large windows and it houses a naval club. Because of the presence of large blocks which may have once formed part of the quay, the water in front of the naval club is not used for mooring any craft other than the small pleasure craft which were observed there. There are two or more one-story structures at 10, at the shore end of the small jetty which forms the western end of the quay at F. The latter, in turn, forms the southern quay of the internal docking basin. 50X1-HUM 50X1-HUM 50X1-HUM

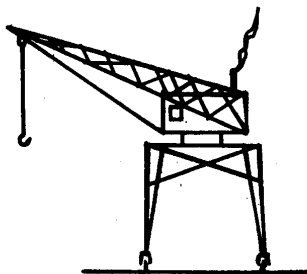
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5. This quay at F is also used for general cargo. Constructed of stone blocks, it emerges about 2.5 meters above the water level, and is surfaced with either asphalt or tamped earth. About a meter back from the quay edge there are mushroom-shaped mooring bollards, and among the installations on the quay are warehouses, cranes, and shunting tracks. The number 11 on the sketch designates some one-story warehouses which are situated about 15 to 20 meters back from the quay edge. In front of these warehouses there are piles of scrap iron and other usable ferrous materials. These warehouses are similar to those at 3 and 4, and the one on the east is used to store cotton. The two pairs of railroad tracks that run parallel to the warehouses are shown at 12, while 13 designates four 10-ton bridge cranes which travel on their own tracks. The cranes which are sketched below are powered by Diesel engines with the exhaust issuing from the roof of the crane's cabin.



Two bunkering plugs for refueling ships are situated at 14, and the iron fence at 15 at the shore end of the quay separates the repair quay at G from the quay at F. At 16, between two warehouses, there is a passageway which is used by the pedestrians who are bound for the city, which lies in the direction shown by the arrow.

6. The quay, G, where the ship repairs are conducted is similar in construction and dimensions to the others. [redacted] it was almost completely hidden by the various craft and by a drydock, [redacted] which is moored stern-end on. The buildings at 17 are probably the machine shops attached to the shipyard, and at 18 there is a small wooden hauling-up slip. Moored at 19, is a 120-meter-high iron floating dock with a small 1 to 1½ ton-capacity crane on its southern side. 50X1-HUM
7. The quay at H is used for the traffic in ores and minerals, and scattered throughout the area are large piles of manganese ore and coal. The five or six Diesel grab-cranes at 20 travel on their own tracks and run the whole length of the quays along an undetermined number of railroad tracks (21). The function of the large two-story structure at 22 was not determined. Immediately to the north of the railroad tracks there are large piles of manganese ore and coal which effectively hide the construction that is being undertaken behind them. There are some smaller structures at 23 on the jetty which forms the western terminus of the quay at H.
8. The pier at I is also used for ore and coal traffic and on it, more piles of manganese ore and coal were observed. There are two or three small automatic cranes at 24 and the railroad tracks immediately behind them are merely a continuation of the tracks on H. At the head of the pier, at 25, there is a signal and patrol boat station which is a small structure with an overhanging wooden balcony, and a yard for displaying signal flags.
9. In the area north of the port proper, at 26, sources noticed a number of factories with tall smokestacks. Nearby, there are some iron towers which might possibly be used to support and carry electric cables.

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4.

10.

11.

12. Evidently the port of Pori suffered no damage during the war because everything seemed orderly and at night it was illuminated rather well.
13. The naval units and port service craft noted in part were as follows:
- a. Two tugs
 - b. A pilot boat
 - c. A motor patrol boat whose task it was to keep under surveillance all the foreign merchantmen anchored in the roads.
 - d. Two transport vessels, moored stern-end on to the breakwater at B; the larger transport displaced 15,000 to 18,000 tons while the smaller one was estimated between 3,000 and 6,000 tons.
 - e. An undetermined number of smaller craft such as minesweepers and tugs, either lying at anchor or moored stern-end on to the sheltered side of the breakwater at A.
 - f. A destroyer which resembled a MANTRALE-type destroyer, lying at anchor to the west of the pier at B.
 - g. Two vesper Canadian-type trawlers, and about ten motor boats, all moored to the small jetty and adjacent quay at B.
 - h. A very modern 16,000 to 18,000-ton tanker-like ship which was probably turbine-driven. Its lines resembled those on the Scandinavian ships because it had a high slender hull; it may very well have been an oil tanker vessel. The radar was in the center of the bridge and the engines were aft. The hull and superstructure were painted a light gray and the stack had a red stripe with a yellow bander and sickle.
 - i. A 1,000 hp motor tug, anchored to the east of the vessel mentioned in (h).
 - j. Two short-range submarines undergoing repairs at the shore end of the quay at F. Their red-painted hulls were almost alongside the eastern end of the quay. The submarines were U-boat type with the enlarged swimming tower.

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k. Three torpedo boats, also undergoing repairs. They were moored stern-end on and alongside each other, immediately to the south of the floating dock at 19.

l. A light gray, long-range submarine [] moored to the extreme western end of the quay at H. It was armed with a gun aft and two single-mounted machine guns forward of the conning tower. [] at departure the submarine's crew came aboard from motor launches which left from the quay at G, which is at one end of the internal docking basin.

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m. An undetermined number of barges, moored to the quay at E.

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14. The merchant ships noted in part were as follows:

a. A Soviet and a Polish steamer, both about 8,000 tons, moored in line beside the grain quay at C.

b. Three Soviet mixed-cargo and mail vessels which regularly ply the Black Sea ports. They were all painted white and the largest of them, the ROSSIYA, was estimated at 18,000 tons. This might possibly have been the ex-German DOKTOR LEY. The other two ships displaced about 6,000 to 7,000 tons each. These ships were observed as they were nearing the moorage in front of the maritime station (6) on the northern side of the pier at D.

c. The Soviet tanker VOLGA DON, bunkering at the quay F, from the outlet at 14.

d. Two, 2500-ton Soviet river boats, with very low masts and frames, moored in line to the quay at H, a little to the west of the floating dock at 19.

e. A 6,000 to 7,000-ton Soviet steamer, lying at anchor in front of the river boats and slightly west of them.

f. A Soviet steamer of old construction with self-trimming hatchways, moored to the southern side of the pier I. This ship had been thrown on her beam-side and partly sunk when the sea had battered her against the pierhead of the breakwater at A. Later, she was lightened and towed to Odessa where she underwent repairs.

15. [] in port [] observed two seaplanes in flight.

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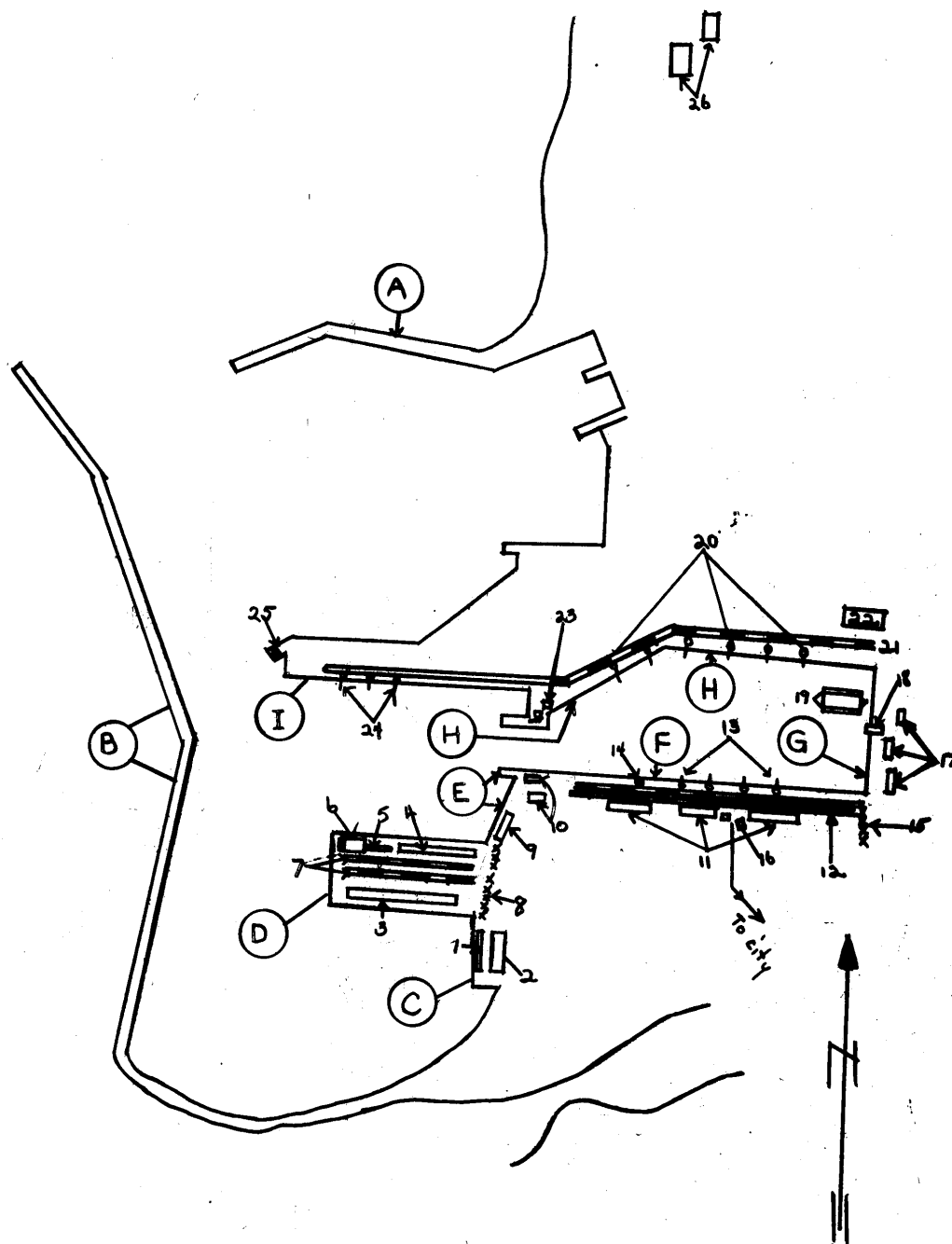
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Sketch of the Port of Poti



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